

To-day's
Advertisements.THE TRADE MARKS ORDINANCE
1898.APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that SCOTT & BOWNE, LIMITED, London, by their Attorney ROBERT W. BORTHWICK, have on the 3rd day of November, 1899, applied for the Registration, in Hongkong, in the Register of TRADE MARKS of the following TRADE MARKS:

- 1.—The Facsimile of a Fisherman, in a standing attitude, carrying a Cod Fish over his back.
- 2.—The Letters P.P.P. in a Diamond, surrounded by the words SCOTT & BOWNE, LIMITED, and on the outside the words, PERFECT, PERMANENT, PALATABLE.

in the name of SCOTT & BOWNE, LIMITED, Manufacturing Chemists Nos. 95, 96, 97 and 98 Great Saffron Hill, London, England.

Who claim to be the sole Proprietors thereof. The TRADE MARKS have been used by SCOTT & BOWNE since 1876.

The TRADE MARKS are intended to be used by the applicants forthwith, in respect of the following:

- 1.—A Chemical Substance prepared for use in Medicine and Pharmacy to wit, Scott's Emulsion of Pure Cod Liver Oil with the Hypophosphates of Lime and Soda, in Class Three.

A Facsimile of the TRADE MARKS can be seen at the office of the Colonial Secretary of Hongkong and also at the office of Messrs. SHAW, TOMES & CO., 9 Praya Central Hongkong.

Dated the 11th day of November, 1899.

ROBERT W. BORTHWICK,

Attorney for

SCOTT & BOWNE, LIMITED,

1410a

HONGKONG AND MANILA REGULAR

LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPI,"

Captain A. Yribar, will be despatched as above

on THURSDAY, the 14th instant, at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

Electric Light.

For Freight and Passage, apply to

LIZARRAGA HERMANOS,

Agents,

No. 6, Beaconsfield Arcade,

Hongkong, 11th November, 1899. [1391a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above

on THURSDAY, the 16th instant.

The Attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated

forward of the Engines. A Refrigerating

Chamber ensures the Supply of Fresh

Provisions during the entire voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 11th November, 1899. [1377a]

CHINA NAVIGATION COMPANY,

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A duly qualified Surgeon is carried and the

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For Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 11th November, 1899. [1378a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOYUNE,"

Captain Conradi, will be despatched for the

above Port, on MONDAY, the 20th instant.

To be followed by the Steamship

"ASAMA,"

To-day's
Advertisements.

LODGE ST. JOHN, 618, S.C.

A REGULAR MEETING of the above Lodge will be held TO-NIGHT, the 11th instant, at MASONIC HALL, Zeland Street, at 8 for 8.30 p.m. precisely. Business: The Annual Election of R. W. M. and Officers. Visiting Brethren are cordially invited to attend. Hongkong, 11th November, 1899. [1402a]

VICTORIA PRIORY.

A REGULAR MEETING of the above Victoria Priory will be held at the FREEMASONS' HALL, on TUESDAY, the 14th instant, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 11th November, 1899. [1400a]

TWO LECTURES

will be delivered in the CITY HALL.

by Mr. CUTHBERT LAYTON, from England.

1. TUESDAY, November 14th.

The Second coming of the Lord, Jesus Christ, Signs of the Times, and Im-

pending Judgments.

2. THURSDAY, November 16th.

The Unity of the Church—What is it, and why necessary for the days in which we live?

Lectures at 5.30 p.m. Doors Open 5 o'clock. All Seats Free. No Collection. Hongkong, 11th November, 1899. [1408a]

MR. J. F. HEYMANS,

Violinist.

DIPLOME OF THE ROYAL CONSERVATOIRE

LIEGE AND BRUSSELS.

Requests to Announce that he will give

A CONCERT

in the

ST. ANDREW'S HALL, CITY HALL,

on

SATURDAY, the 18th November, 1899,

at 9 P.M.

Sole Violinist.....MR. J. F. HEYMANS.

Vocalists.....MRS. VALLINGS and Others.

Accompanists.....MESSRS. GRIMBLE & WARD.

Further Particulars Later.

BOX PLAN at ROBINSON'S PIANO CO.

SEATS.....\$2.00

Hongkong, 11th November, 1899. [1409a]

Intimation.

A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1811.

SCOTCH WHISKY.

A. S. THORNE'S BLEND, White

Capsule.....\$10.50

B. S. WATSON'S GLENROCHY

MELLOW BLEND, Blue

Capsule, with Name

and Trade Mark.....10.50

C. S. WATSON'S "AUBOURN"

GLENLIVET, Red Cap-

sule, with name and

Trade Mark.....12.00

D. S. WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Violet

Cap.14.40

E. S. WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY.

Gold Capsule.....15.00

THORNE'S BLEND and WATSON'S

GLENROCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

AUBOURN-GLENLIVET is a very old

Peat Whisky, (smoky) and could not

well be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

sors to be the best brand in the

Hongkong market.

A. S. WATSON & Co., Limited.

THE HONGKONG DISPENSARY.

BIRTHS.

At Mount Pleasant, Singapore, on the 1st

inst. the wife of F. C. WREFOOT, of a son.

At Tanjong Katong, Singapore, on the 3rd

inst. the wife of JAMES PATTERSON, of a

daughter.

At Kingston House, New Harbour, Singa-

pore, on the 3rd inst. the wife of JAMES SELLAR,

of a son.

MARRIAGE.

On the 10th October, at All Saints, West

Dulwich, by the Rev. James Beeby, Vicar of

the Parish, assisted by the Rev. W. Stanley

Devey, Vicar of Geddington, Ernest, second

son of George N. Dewey, of Simla Lodge,

Narwood, Road, S. P., to MARION, fourth

daughter of Charles M. Wisman, of Tuke Hill,

and late of Singapore.

DEATHS.

On the 23rd ult., at Taping, BRUNTON

EMITH, wife of Harvey Caldwell, B.W.D., aged

36.

On the 30th ult., at Singapore, ADA, aged

3 years, beloved daughter of Mr. and Mrs. J.

A. D. Gush.

On the 30th ult., at Penang, J. BERNARD,

of the Queen's Arms Hotel, aged 50.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 11, 1899.

REUTER'S TELEGRAMS.

Germany and the Transvaal War.

LONDON, November 9th.

The Emperor William has prohibited

German officers, active or unattached, pro-

ceeding to the Transvaal.

Naval Re-inforcements for South

Africa.

H. M. S's. *Furious* and *Pelorus* have gone

to the Cape.

The Emperor of Germany's Visit

to England.

A large squadron will assemble at Spit-

head to welcome the Emperor William on

the 20th instant.

The War.

The British concentration at De Aar and

Queenstown is now complete.

The Boers have completely wrecked the

railways of the Orange Free State and the

British have to rely entirely on their own

transport service.

It is believed that Generals Buller and

White are in constant communication al-

though nothing has been published.

Ladysmith News.

An official despatch from Ladysmith dated

Tuesday, states that all was quiet on Sunday

and Monday but that the enemy resumed

the bombardment on Tuesday without doing

any damage.

The Banquet at Guildhall.

Speaking at the Guildhall banquet, Lord

Wolsey said that orders had been given that

day to mobilise another division for South

Africa. Lord Salisbury said that the present

situation in South Africa was grave but that

this was the only part of our relations with

other nations to which any apprehension was

applicable. Continuing, Lord Salisbury said

that Great Britain would brook no foreign

interference in South Africa. He had not

heard that any interference was contemplated

but it was impossible to forecast the future

of South Africa and Great Britain did not

seek any goldfields or territory but only

equal rights for all races, the security of the

Empire and to dwell in happy relations with

America. Lord Salisbury also referred to

the Samoa agreement with Germany, with

which latter country the present relations

were all that could be desired.

WEATHER REPORT.

The Observatory report says:—

On the 11th at 11.55 a.m. the barometer has

risen slightly in the Philippines, fallen consi-

derably in W. Japan. The Southern depression

is probably moving W.N.W. between Palawan

and the Paracels, and the Northern depression

moving Eastwards between the E. coast of

China and Korea. Gradients slight on the

coast, rather steep with strong N.E. winds in

the N. part of the China Sea. FORECAST:—

Moderate or fresh E. to N. winds; fair.

LOCAL AND GENERAL.

We hear that the Deutsch-Asiatische Bank is

about to open a branch in Hongkong, the Agent

having arrived here a couple of days ago.

It being the birthday of the Heir Apparent to

the throne of Italy, Victor Emmanuel, Prince

of Naples, the warships in port were dressed

and a royal salute was fired at noon.

On enquiry at the Hongkong and Shanghai

Bank to-day we were informed that Consols

have gone up to 103½ and that Hongkong and

Shanghai Bank shares stood at £61.10s.

We would call the attention of our readers to a

lecture to be given on Tuesday next, by Mr.

Cuthbert Layton, full particulars of which will

be found in our advertising columns.

The Queen has been pleased to approve of

Mr. D. Brandt as Consul-General of Austria-

Hungary at Singapore, and Mr. Nakayama

Kachikiro as Consul of Japan for Singapore,

Penang, and Malacca.

We would remind our readers of the all fresco

fete, in aid of the funds of the Society of St.

Vincent de Paul, to be held on the grounds of

the Roman Catholic Cathedral, to-morrow

(Sunday) evening. The fete will commence at

THE ALLEGED ASSAULT ON THE "TAMBA-MARU"

With regard to the case against Mr. Kent, fourth officer of the N. Y. K. steamer *Tamba-maru*, who was recently arrested on a charge of having assaulted a Japanese quartermaster and who was afterwards admitted to bail, the *Yokohama Specie Bank* learns that his preliminary examination having been concluded, the public hearing will take place in a few days. Mr. Akiyama will defend him.

KANG YU-WEI AND HIS PROTECTION.

RESIGNATION OF A KORE POLICE SUPERINTENDENT.

It is stated that Mr. Imada Torafiro, the Superintendent of the Kobe Water Police, handed in his resignation on the 27th ult., having been censured for neglect of duty. It appears, says the *Mainichi*, that his offence was that certain persons who should not have been allowed to see Kang Yu-wei succeeded in having an interview with the Chinese refugee without the knowledge of the police authorities.

Kang Yu-wei landed at Kobe and proceeded to Tokuyama by the 11.35 p.m. express. Sanyo train under the guard of an Inspector and a detective. He arrived at Tokuyama at 12.57 p.m. on the 26th and proceeded to Moji by the *Bakau-maru*, which is being run to connect the Sanyo and Kyushu railways, arriving at Moji at 6.30 p.m. As instructions had been previously given to the Moji police, an Inspector and some detectives quickly came on board the *Bakau-maru* and guarded Kang Yu-wei while he was transferred to the *Yokohama*, where he was shown into his cabin, no one but the captain knowing who he was.—*Kobe Chronicle*.

JAPANESE BOATS ON THE YANGTZE.

A feature of interest during 1898, writes the British Consul at Wulu, is the appearance of the Japanese flag for the first time among the Yangtze river steamers. The first vessel, the *Tenryu-maru*, arrived here on January 5th. She is a steamer of 410 tons, navigated by European officers, but with Japanese engineers, and built in Japan for the Osaka Steam Navigation Company. This Company has now three steamers on the Shanghai-Hankow line—namely, the *Tenryu-maru*, the *Okigawa-maru*, and one, the *Taiyuen-maru*, which only arrived since the beginning of 1899, running between Hankow and Ichang.

THE LATEST RAILWAY ACCIDENTS IN JAPAN.

The number of railway accidents in Japan is increasing, owing doubtless to the negligence that is so frequently to be observed. Further particulars of the accidents on the Hokkaido Railway are now to hand. It appears from the telegrams to the head office of the company at Tokyo that a passenger train, which left the Natori Station at 6.30 a.m. on the 27th ult. for Aomori Station, sustained some damage to one of the passenger carriages on the way. This was being repaired at Aomori Station, when another train came up and dashed into it. In this accident two passengers were severely injured, and twenty-five others were slightly hurt. The injured people were sent to the Kashiwazaki Hospital after being medically treated.

The second accident on the same line occurred near Kama Station. This is alleged to have been due to carelessness on the part of the pointsmen. In this, one mixed carriage divided into first and second class compartments, and a second-class carriage were derailed.—*Kobe*.

THE ESTABLISHMENT OF A COLONIAL BANK.

TOKYO, October 27th.

The establishment of a Bank, for the purpose of giving encouragement to the development of trade in the Hokkaido, has progressed so far that the Government has consented to subscribe ¥1,000,000 towards the capital. Of this, ¥250,000, the first instalment, will be defrayed out of the extraordinary expenditure for the present fiscal year, and a Bill to that effect will be submitted to the Diet. Applications for the allotment of shares will be received from the 10th up to the 30th proximo, when the list will be closed. The payments on allotments are due by the 25th of January next. When the Japanese Bank was established, payment on shares had to be made to an office specially created in the Finance Department. This arrangement was attended with some inconvenience, and this time the Government is determined not to handicap intending subscribers by a similar arrangement. The Tokyo Banks will probably take up ¥1,500,000 of the capital, while the Osaka and Kyoto banks will subscribe from ¥300,000 to ¥400,000. The total capital of the Bank is put down at ¥3,000,000.—*Kobe Chron.*

THE BONDS OF BANK OFFICERS.

THREATENED LEGISLATION.

TOKYO, October 27th. It will be remembered that at the last general meeting of the Specie Bank held in September last, a number of shareholders raised the question whether it was legitimate for a bank to deduct yearly bonuses for the officers out of the profits. The question has since been taken up by the Finance Department, though it is difficult to believe how in such a matter as this—which is purely of a private nature between the shareholders and employers of a bank—the Government can interfere. The officers of the Finance Department had conflicting opinions on the matter, and as yet nothing has been decided. The best plan would be to increase the pay of the bank employees, if the shareholders actually object to any gratuity being given to them. At any rate, it is not edifying to see bank clerks going into stock gambling to replenish their scanty wage, as is so frequently to be observed.—*Kobe Chron.*

VOLUNTEERS FOR THE JAPANESE NAVY.

As more men will be required for the Japanese Navy from the beginning of next, in consequence of the extension of the subscription to the City and District Offices in Osaka, are encouraging the people to volunteer for service. The *Osaka Asahi* states that hitherto the numbers of volunteers have been inconsiderable in Osaka, except in the West and North wards of the city and in Nishi-Nara district, where vessels are moored along the river. In other places, the people have no seafaring aspiration at all. Mr. Motoyama, the head of the Higashi-Nara District Office, is to make a tour through the district to encourage the people to volunteer for naval service.

PROPOSED OPEN PORTS IN JAPAN.

A committee appointed by the Nagoya Economical Society to report on the ports in Aichi prefecture which were suitable for foreign trade, held a meeting recently, says a Japan paper, and presented the result of their investigations to the Society. The gist of the report was that in the event of the ports of Taketora and Yokkaichi being improved so as to be fit for foreign trade, it was certain that merchandise to the value of some 60 million yen would be shipped and loaded there every year. The committee recommended that a League should be formed to achieve the object in view. The report is to be considered at a regular general meeting of the Society on the 3rd inst.

THE MITSUI FAMILY AND THE COTTON SPINNING TRADE.

It is generally admitted, says a Japanese contemporary, that the Mitsui family has an ambition to buy up the spinning companies in Japan and get complete control over the cotton yarn market. The firm has purchased the Shibashima Spinning Co. for ¥500,000, and made it a branch of the Kanagafuchi Spinning Co. This has brought up the total number of the spindles of the Kanagafuchi Spinning Co. to over 130,000. Negotiations are now in progress for the purchase of the Awaji Spinning Co.

THE LATE MR. MACNAB.

The funeral of Mr. A. F. Macnab, reports the *Japan Gazette*, took place at the Aoyama Cemetery, Tokyo, on Sunday the 20th ult., the ceremony being performed by the Right Rev. Bishop McKim, the Venerable Archdeacon Shaw and the Rev. Dr. Lloyd. Previous to the funeral a service was held in Trinity Church, and was conducted by the Bishop, assisted by the Rev. Dr. Lloyd and the Rev. Mr. Evans. The funeral was largely attended, and amongst those present were the representatives of Great Britain, the United States, Russia, Spain, Belgium, the Secretaries of the French and the Netherlands Legations, the President of the Marine Bureau, and many other prominent Tokyo residents.

The Marine Bureau sent two beautiful bouquets, and in addition there were a large number of wreaths and crosses. The tribute from the Marine Bureau was particularly noticeable.

A STEAMER FOUR MONTHS OVERDUE ARRIVES.

The New Zealand Shipping Co's steamer *Haikato* at 1 o'clock on the afternoon of the 8th October, cast anchor in the Gage Roads, Fremantle, the journey from London stretching over 157 days. Leaving London on May 4, the *Haikato* journeyed southwards towards the Cape to reach her destination, Port Chalmers. On June 5, when a month out, her propeller shaft broke, and thence forward the ship was practically helpless. The shaft parted at the stern tube, and was not accessible to repairs. On September 15th the steamer *Adonis*, bound from London to Fremantle, hove in sight, and took the *Haikato* in tow and brought her to port.

RANGOON OUTRAGE CASE.

COMMENTS BY THE GOVERNOR-GENERAL. The following appears in the Calcutta official *Gazette*:—"The Governor-General desires to place upon record his sense of the profound horror and repugnance that have been felt by Government at the recent occurrence at Rangoon, in which a regiment of Her Majesty's army were implicated in an offence in itself revolting, and which is so severely regrettable that the efforts made to detect and punish the culprits resulted in failure, owing, principally, to the negligence and apathy displayed in responsible quarters in the earlier stages of the investigation." [The outrage was committed on a Burmese woman.]

WAR NEWS.

From Mail Papers.

The Boer Ultimatum.

On Tuesday afternoon (10th inst.), came the eventful news that the Boers had ordered the British army out of South Africa. Mr. Reitz, the State Secretary, addressing the British Agent in Pretoria, in writing on Saturday, stated with great emphasis that Great Britain had no right to intervene or even make diplomatic representations concerning the position of the Uitlanders unless in connection with Article XIX of the Convention of 1884, which has reference solely to civil rights. Questions of the franchise and the representation of the people belonging solely to the Government. Great Britain is then accused of assuming a threatening tone, and so causing a condition of extreme tension in the whole of South Africa. Noting the failure of the negotiations about the franchise, Mr. Reitz complains that the intention of the British Government to formulate its proposal for a final settlement is a new violation of the Convention. These proposals, moreover, though promised, have not been made; and in the meanwhile troops have been stationed close to the borders of the Republic. The Boer Government regards the presence of such a force near its frontier as a menace to its independence and feels obliged in the interest of all South Africa to make an appeal to an impartial condition of things, and so formulates four demands:—(a) that all points of mutual difference shall be regulated by the friendly course of arbitration or by what ever amicable way may be agreed upon by this Government with Her Majesty's Government; (b) that the troops on the borders of this Republic shall be instantly withdrawn; (c) that all reinforcements of troops which have arrived in South Africa since the 1st of June, 1899, shall be removed from South Africa within a reasonable time; (d) be agreed upon by this Government, and with a mutual assurance and guarantee on the part of this Government that no attack upon, or hostilities against, any portion of the possessions of the British Government shall be made by the Republic during further negotiations within a period of time to be subsequently agreed upon between the Governments, and this Government will, on compliance therewith, be prepared to withdraw the armed burghers of this Republic from the borders; (d) that Her Majesty's troops which are now on the high seas shall not be landed in any port of South Africa. Finally, an answer was required not later than five o'clock on Wednesday. If no satisfactory reply was to be had by that time, the Government of Her Majesty's Government as a formal declaration of war.

The Military Position.

Obviously, only one answer would be given to such an Ultimatum. The wording of the document, ever worthily substance, shows that the authorities at Pretoria had decided to force matters to an issue without waiting to hear the final proposals which it was understood the British Government were to formulate on Friday. Under these circumstances it becomes important to notice the forces which are now on either side within striking distance. It comes at once apparent that from the Boer point

of view the Ultimatum ought to have been delivered three weeks ago. Now the chance of securing any substantial success at the outset of the struggle has almost disappeared, owing to the arrival of the reinforcements from India. On the Natal border Laings Nek and Newcastle lie at the mercy of the Boers, but the British force at Ladysmith is now quite sufficient to prevent the invasion of any other part of the colony. Within the next ten days Sir George White ought to have under his command 15,500 men, including three regiments of cavalry and five batteries of artillery. On the Bechuanaland border it is likely that Mafeking may be attacked by the Boers, but the place has been hurriedly fortified, and the garrison is under the command of a tried soldier, Colonel Baden-Powell. On the Cape Colony border Kimberley may be attacked but ought to be able to give a good account of itself. It is less easy to estimate the forces of the Boers. The military correspondent of the *Times* estimates that there may be 10,000 men in the neighbourhood of Volksrust. Against Kimberley there may be massed 3,000 men and another 2,000 against Mafeking. According to the same authority the military preparations of the Orange Free State, which does not possess any sources of revenue comparable to those of the Rand, are in a backward condition. Moreover the presence of fully 20,000 armed Basutos on the Free State border cannot be left out of account and a portion of the burghers must be diverted to watch these formidable neighbours. To assume that 3,000 men are assembled at, or near, Harrismith is to make an extreme estimate. The total Boer force in the neighbourhood of the frontier of Natal cannot apparently exceed 13,000 men, and is probably less. It is also pointed out that this force is distributed over a line of about 14 miles, the distance separating each wing at Vryheid and Harrismith being approximately the same. Other forces of no great strength are at present retained at Standerton. Apparently, therefore, while the British force is not strong enough for an invasion of the Transvaal, it is sufficient to hold its own until the arrival of the Army Corps, which should be due about Christmas.

Portuguese Border.

The Barbenton and Lydenburg commands are concentrating on the Portuguese border. The sum of £30,000 in gold from the Barbenton mines has been removed to the Pretorian mint. Eighty burghers are at Allnaar, waiting for the main commando which is proceeding to the border.

Refugees from the Rand willing to fight.

Pressure is being brought to bear upon the Imperial Authorities to form an infantry corps 1,000 strong, from the Rand refugees. An immense number of men are available who are anxious to fight the Boers and who are at the present time dependent upon charity.

Plain Talk.

The United States State Department announces officially that the United States Government will positively decline to interfere in any way in the crisis now existing between the British and Transvaal Governments, even should the South African Republic formally request mediation. Whatever audience may be granted to General O'Beirne will merely be as such would be accorded to any American citizen desiring to see President McKinley. The official announcement adds that any further attempts to obtain the mediation of this Government will be construed as efforts to involve the United States.

What is Meant by Mobilization in England.

The Army is composed of a very large number of comparatively small bodies of troops, each of which is called a "unit"; thus a battery of artillery, a pontoon troop, Royal Engineers, a regiment of cavalry, a battalion of infantry, a company of the army corps, a division, or a brigade. In peace time every unit, generally speaking, is below the strength in which it takes the field for active service and much of its equipment it rarely sees, as this is kept packed away in store houses. Some units, such as an ammunition column, do not even exist in peace time, and have to be created and completed on mobilization. "Mobilization" means bringing up the units to their proper strength for services in the field and giving them their full equipment, and creating the hitherto non-existing units. For the present the consideration of the completion of the strength in horses may be put on one side owing to the peculiar position of the scene of action where the horses and other draft animals will be needed. Special measures have had to be taken for this purpose. It is the process of completing the strengths of men in the ranks which it is purposed to explain in this article.

On the Eve of War.

The times fixed by the Transvaal for compliance with the demands in their despatch of Monday expired on Wednesday afternoon, but no news has yet been received of any subsequent movement of their forces. A Durban telegram of Tuesday's date says that General Viljoen, commanding the Free State artillery, was marching towards Albertina, near Van Reenen's Pass, where the Boers were massing. Some of the Carabiniers at Ladysmith, while awaiting news of the Free State Boers within Natal territory near Her. On being observed the Boers at once retreated. On Tuesday the authorities at Newcastle were notified by the Natal Government that war would probably begin on Wednesday night. At Mafeking the garrison made every preparation on Monday night to receive an attack, but the Boers made no sign, and on Tuesday a belief began to gain ground that they would not attempt an immediate attack. According to a Transvaal-born Englishman who has arrived at Mafeking, the Boers have considerable respect for Colonel Baden-Powell's force, though they think they will have little difficulty in dealing with the Imperial troops in Natal. One Special Correspondent, telegraphing on Monday from Sandpruit, says that he has been four days with the Boer forces. Their strength at this point of the frontier is about 8,000, scattered in various camps over a wide area. After a good deal of confusion there is now an abundance of food and equipment, but the supply of good water, is defective. The frontier is carefully patrolled but no burghers are allowed to cross.

Served him Right.

Mr. Sears, mayor of St. John, New Brunswick, having published a statement to the effect that he saw no reason why the colonies should render military assistance to Great Britain, the City Council of St. John unanimously passed a resolution, reproving Mr. Sears, in the following terms:

"This council, on the part of the citizens of St. John, expresses the conviction that the desire of Canadians to go forward to support the British people in the war now seemingly imminent should be crystallized into action, and that a Canadian contingent should be forwarded to South Africa not only for the purpose of giving such assistance, but of showing the mother country and the world that Great

Britain and Canada now are, and for the future will be, one and indivisible, whether the threatened danger be to a part or the whole of the Empire."

On the Tenth.

The military situation in Natal is a curious one, but there are no practical disadvantages. The positions held at Ladysmith and Glencoe are the best possible in the circumstances. If the forces there are not in sufficient strength to undertake offensive operations, they are ample to repel attack, which is most unlikely to be made, and they will suffice to prevent serious incursion into the territory behind. Difficulties of transport will prevent the Boers from moving in force across the frontier to the south, and small parties will run the risk of being cut off. Laings Nek will doubtless be occupied at once by the commandos assembled at Volksrust and Sandpruit, who will then proceed to trench themselves, and to bring up guns with a view to bar this line of approach. Newcastle will probably be entered and we shall hear of raids in various directions. Meanwhile, the British forces will for the present hold their positions and will employ small columns of cavalry and mounted infantry volunteers against any attempts to cut their line of communications with Maritzburg and Durban. Unless the Boers are mad enough to court heavy losses by attacking strong positions defended by magazine rifles and modern artillery there seems no present prospect of important events on the side of Natal. It is, however, quite possible that shots will be exchanged between reconnoitring parties to-day.

On the western frontier Mafeking may be target of the boer guns; but every preparation of which the resources admit has been made, and to assault such a position is not in conformity with the Boer tactics. Kimberley is more strongly held than Mafeking and here also an attack would have no chance of success. Of Vryburg, which, according to a telegram of the 9th inst, was said to be menaced and of Lobatse, which was reported to be held by a small detachment, we have little information. It is possible that neither of these places is in a position to make a protracted defence but their loss would have no permanent importance. Some immediate action on the western frontier seems highly probable, and we may expect at least to hear that the railway has been cut. Its subsequent restoration will not be difficult.

A Frenchman's opinion on the Crisis in the Transvaal.

You will be forced to change your policy in South Africa. Your presence at Cairo, your possession of the Nile, your capture of Khartoum will be worth nothing if you are forced to stop at the Zambesi, unable to turn right or left without being hampered and if you are not free to go in perfect safety from Cairo to the Cape. You cannot run the risk of the formation of a Boer bank or on your front of a confederation, if not risk of numbering at least a hundred thousand men, which will watch you and which you will have to count whenever you will want to make a fresh step. You cannot run the risk of being confronted by a confederation composed of the Transvaal and the Orange Free State, to which the natives of the neighbouring territories will voluntarily or involuntarily rally, and which will end by becoming a formidable antagonist, for you would be obliged to bring troops from a great distance, where this eventual confederation would have its men on the spot."

All these things, and all the other possibilities, are mere details. The real question for you is not to seize on the Transvaal or the Orange Free State, but to have the mastery over all the country, making it, if you choose, a confederation under your well established suzerainty and not a confederation against you. Such is the real question, and you should clearly explain to the world—that you are bound to act thus or must otherwise renounce your whole African idea. If this had been explained, outside opinion would have been trained, and you would not now have against you the whole of the Continental Press which the Transvaal, more far-sighted, has questioned the Jameson raid coached with much intelligence and skill. Immediately after that affair energetic and intelligent emissaries of the Transvaal installed themselves in all the European capitals, and with marvellous activity prepared public opinion. They have furnished the Press with documents and maps all from the Transvaal standpoint, and have completely misled Continental readers. The result has been that when the present difficulties arose the Continental Press has taken its stand and showed a bias against England with a unanimity which must have struck the least attentive observer.

NAVAL AND MILITARY.

Lieut. S. Olita, of the Imperial Japanese Navy, has been granted permission by the Admiralty to visit Chatham Dockyard and to inspect certain of the warships lying in the basin, subject to the usual conditions.

The *Osaka*, one of six torpedo-boat destroyers ordered by the Japanese Government from Messrs. Yarrow and Co. was successfully launched on 5th ultimo at their yard at Poplar, in the presence of Admiral Matsunaga and other officers of the Japanese Navy. The following appointments have been made at the Admiralty:—Captain J. G. S. Warrender, to the *Barfleur*, to date October 6th; Commander E. F. A. Gaunt, to the *Centurion*, for temporary service, at Loo-kung-tao, to date October 1st; Engineer Alfred T. P. Read, to the *Tunmer*, additional, for charge of Engineers' reserve stores, and to assist the Inspector of Machinery at Hongkong; Artificer Engineer Frank D. Ellis, to the *Tunmer*, additional, for charge of machinery of the *Swift*.

Rear-Admiral James A. Bruce, who is mentioned as Rear-Admiral C. C. P. Fitzgerald's successor on the China Station, has had varied experiences of the requirements of a squadron. He was Flag-Lieutenant to the late Sir Geoffrey Hornby in the Particular Service Squadron, 1869-70, and the Channel fleet, 1871-74. Under the late Sir William Hewitt he was Commander of the *Acton*, and afterwards his Flag-Captain in the Channel fleet; was senior officer at Singapore in the *Orion*, 1880-90; and subsequently held the naval command at Gibraltar, 1895-98. Compulsory retirement will not affect him until 1911.

Major General Kelly-Kenny, C.B., Inspector-General of Auxiliary Forces, and recently has been appointed to the command at Aldershot, vice General Sir Redvers Buller, appointed to command in chief at the Cape.

The first-class battleship *Prince-George*, Captain Burrows, attached to the Channel fleet, arrived at Queenstown on 6th ult. from Berehaven. A serious accident occurred on board the warship at Berehaven. While hoisting on board a large boat the steam derrick broke, and nine marines were injured, four rather seriously. It is stated that one man's leg will have to be amputated. The injured men have been conveyed to the naval hospital at Haulbowline.

Lieut. Colonel Lord Binning, who assumes command of the Royal Horse Guards in the absence of Colonel Brokehurst, appointed to a command in South Africa, has also taken up the duties of Silver Stick in Waiting from that officer.

The War Office has sanctioned a scheme for the provision of regional transport for Infantry Volunteers allotted to London defences, and inquiry is being made as to whether any of the corps concerned desire to purchase War Department Vehicles and harness. It is proposed to supply new general service waggon Mark IV, at £60 each, and at a less price if part worn.

Experimental firing, under the observation of Colonels Stone, Morgan, and Hale, and Captain Fisher, of the Ordnance Committee, took place on the Holmstone Ranges, Lydd Camp, on 9th ult. The 5-inch H.L. Howitzer gun, as used during the last Sudan campaign, with Lyddite shell, was tried with great success. These experiments may have connection with our Field Artillery, who have these guns and shell, and are now leaving for the Transvaal.

The new destroyer *Cheerful* was steaming down the Medway on 10th ult. on her way to sea for an official trial of her propelling machinery when she suddenly became enveloped in a dense fog. She lost her course, and ran on to a bank, causing her engines to stop dead. The engineer's vigilance prevented any accident with the boilers, and after some time the *Cheerful* was off and taken back to Chatham. The extent of the damage cannot be ascertained until the destroyer is docked.

Some sensation has been caused among German naval men, by a sudden order that the modernised battleship *Baden* is to be temporarily laid up, her crew being transferred to the battleship *Kaiser Friedrich der Dritte*, and that her two sister ships, *Weissenburg* and *North*, are to remain in harbour. These three ships have been rebuilt during the past three years, at an expense of sixty million marks; and the *Baden* finished her trial trips only last year. The main reasons for keeping three ships in reserve seem to be that only their guns and engines could be renovated, their speed being only increased by one and a-half knots.

OBITUARY.

Dr. Troutbeck, Canon of Westminster and Precentor at the Abbey, died somewhat suddenly at his residence in Dean's Yard, 11th ult. He had been suffering from cancer of the liver. The Dean has offered, and the family have accepted, a grave in the precincts of the Abbey.

Intelligence reached Wolverhampton on 9th inst. that Captain the Hon. William Wrottesley, son of Lord Wrottesley, died on his way home from India. He had been with his regiment, the 4th Dragoon Guards, and was coming home on sick leave.

Colonel Sir Charles Butler Nugent, who arrived in Hongkong on 3rd ult., with the intention of passing the winter there, died somewhat suddenly on 7th ult. in his seventy-sixth year.

SHIPPING REPORTS.

Captain Jackson, of the steamship *Loosch*, from Hongkong, reports:—Experienced moderate variable winds and fine weather throughout the voyage.

Captain Sower, of the steamship *Taisang*, from Shanghai, reports:—Strong N.E. wind and sea to Swatow. Swatow to Hongkong light easterly winds, very foggy weather, with moderate N.E. swell.

Captain Fassmore, of the steamship *Thales*, from Taiwanfo, reports:—From Taiwanfo to Amoy strong N.E. breeze and high sea. From Amoy to Swatow fresh to moderate breeze, clear and fine. From Swatow to port heavy fog banks to Chalang Point. From Chalang to port light N.E. breeze, clear and fine. Vessels in Amoy:—H.M.S. *Centurion* and *Kwaiyang*. In Swatow:—*Taksang* and *Trym*.

NOTANDA.

CALENDAR.

NOVEMBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer 30.103
Thermometer 69.2
Humidity 65
Rainfall 1.302

TO-DAY.

Saturday, 11th November, 1899.
Chinese—10th of 10th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 11min.
Sets 5hr. 18min.
Moon—In Perigee 5hr. 31min.
High water—Morning 3hr. 37min.
Afternoon 3hr. 37min.
Low water—Morning 9hr. 44min.
Afternoon 9hr. 44min.

ANNIVERSARIES.

1864—H.M.S. *Rachester* wrecked off Cheloo, out of a crew of 108 only nine saved.
1878—Frederick Soley Hulfman, late Deputy Registrar of the Supreme Court of Hongkong, convicted in Criminal Sessions of embezzling \$40,849, received by him as official assignee, was sentenced to seven years' penal servitude.
1886—Death of M. Paul, late Resident-General of Annam and Tonkin.

TO-MORROW.

Sunday, 12th November, 1899.
Chinese—10th of 10th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 12min.
Sets 5hr. 18min.
Moon—In Perigee 5hr. 31min.
High water—Morning 3hr. 37min.
Afternoon 3hr. 37min.
Low water—Morning 9hr. 44min.
Afternoon 9hr. 44min.

ANNIVERSARIES.

1816—H.M.S. *Alceste* forced the passage of the Bogue.
1847—Chloroform first used by Professor J. Y. Simpson.
1848—Berlin in a state of siege.
1864—Hongkong first lighted by gas.
1877—Meeting of the Hongkong Legislative Council; the Governor introduces the Budget, and estimates the revenue for the next year at over a million dollars.
1891—Wreck of the C. N. Co's steamer *Tchang* on the Nemesis group.
1894—The Foreign Ministers had audience within the Palace Peking.
1898—Rev. Joseph Charles House enthroned at the Cathedral (Hongkong).

AGENDA.

TO-MORROW.

CHURCH SERVICES.
St. John's Cathedral:—Communion, 7 a.m., 11 a.m., 5 p.m.; Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel:—West Point—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Roman Catholic Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Gergan (*Konic Albert*) 14th inst.
Indian (*Catherine Ahear*) 14th inst.
Australian (*Chinglu*) 19th inst.
American (*Gaelic*) 22nd inst.
American (*Hongkong Maru*) 29th inst.

The C. N. Co's steamer *Sungkiang* left Manila on 9th inst. and is due in Hongkong on the 12th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isa de Cuba at Kowloon Dock.
Isa de Luzon " " " " " "
Simul " " " " " "
H. I. G. M. S. *Deutschland*, " " " " " "
Nanyang " " " " " "
Adolph Orlig " " " " " "
Faren " " " " " "
Sulberg " " " " " "
Independent " " " " " "
Cruzon " " " " " "
D. Juan d'Austria Cosmopolitan
Mongkut " " " " " "
Belmont Aberdeen

PASSED THE CANAL.

Outward—17th October—*Arab*, *Avila*, *Queen Cristina*, 20th October—*Patroclus*, *Socotra*, *Telma*, 24th October—*Amoria*, *Asama*, *Calania*, *Khalif*, *Singapore*, 27th October—*Bahader*, *Glenartney*, *Oceanic*, *Kankara Maru*, *Kirklee*, *Norman*, *Isle*, 31st October—*Sama*, *Afridi*, *Ulysses*, *Burma*, 7th November—*Denia*, *Sinait*, *Strathgyle*, 7th November—*Glenloch*, *Brue Heinrich*, *Macduff*, *Clia*, *Kastrona*, *Eleanor*.
Homeward—7th November—*Sorpedon*, *Sado Maru*.

Shipping.

Arrivals.

LOYAL, German steamer, 1,37, Lorenzen, 10th Nov.—Hongkong 7th Nov. Coal—Sander, Wier & Co.
HONG LEONG, British steamer, 1,171, A. Frigg, 10th Nov.—Penang 31st Oct., and Singapore 3rd Nov. General—Chinese.
BELMONT, British bark, 1,415, Ladd, 10th Nov.—Manila 30th Oct. Ballast.—Order.
PICCIOLA, German steamer, 875, E. Schipper, 11th Nov.—Saigon and Nov. Rice.—Siemssen & Co.
LOOSCH, British steamer, 1,020, J. B. Jackson, 11th Nov.—Bangkok 3rd Nov. and Koh-shang 4th, Rice and Timber.—Butterfield & Swire.
THALES, British steamer, 879, Passmore, 11th Nov.—Taiwanfo 6th Nov., Amoy 7th, and Swatow 10th, General.—Douglas, Laiprak & Co.
TAISANG, British steamer, 1,544, W. E. Sower, 11th Nov.—Shanghai 7th Nov., and Swatow 10th, General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.
Pak Kong, British str., for Canton.
Hong Leong, British str., for Amoy.
Loyal, German str., for Canton.
Maiden Maru, Japanese str., for Swatow.
Meifoo, Chinese str., for Shanghai.
Kinkiang, British str., for Shanghai.
Esmeralda, British str., for Manila.
Hokong, Portuguese steam-launch

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

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(Proprietors and Sole Manufacturers),
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12th October, 1899.

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&c., &c., &c.

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When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

"FOR THE BLOOD IS THE LIFE."

Clarke's
Blood
MixtureTHE WORLD-FAMED BLOOD PURIFIER
AND RESTORER
IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scalds, Sores, Eruptions, Skin and Blood

Diseases, Blackheads, Pimples, and Scurvy.

It is a never-failing and permanent Cure. It

Cures Old Sores, Cures Scurvy, Cures

Cures Blood and Skin Diseases, Cures

Cures Rheumatism, Cures Gout, Cures

Cures Drops, Cures Drops, Cures Drops,

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Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HINGO MARU	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA.	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHEMULPO & NAGASAKI.	THURSDAY, 23rd Nov., at Noon.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISTOL, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 10th November, 1899.

NORDDEUTSCHER

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HAMBURG-AMERIKA

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(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SIBIRIA	HAVRE and HAMBURG.	18th November. Freight and Passage.
SUEVIA	(LONDON with transshipment in HAMBURG.)	19th November. Freight.
FORCK	MARSEILLES, HAVRE and HAMBURG.	20th November. Freight.
BAMBERG	HAVRE and HAMBURG.	21st November. Freight.
MAYER	(LONDON with transshipment in HAMBURG.)	22nd November. Freight.
KONIGSBERG	HAVRE and HAMBURG.	23rd November. Freight and Passage.
CHRISTENSEN	(LONDON with transshipment in HAMBURG.)	24th November. Freight.
AMIRIA	HAVRE and HAMBURG.	25th November. Freight.
Bismarck	(LONDON with transshipment in HAMBURG.)	26th November. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Tuesday, 14th Nov., at Noon.
HONGKONG MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Saturday, 9th Dec., at Noon.
NIPPON MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to destination in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Albatross	(via Kobe, Yokohama & Honolulu.)	Tuesday, 21st Nov., at Noon.
China	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA"

will be despatched for SAN FRANCISCO, via KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to destination in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

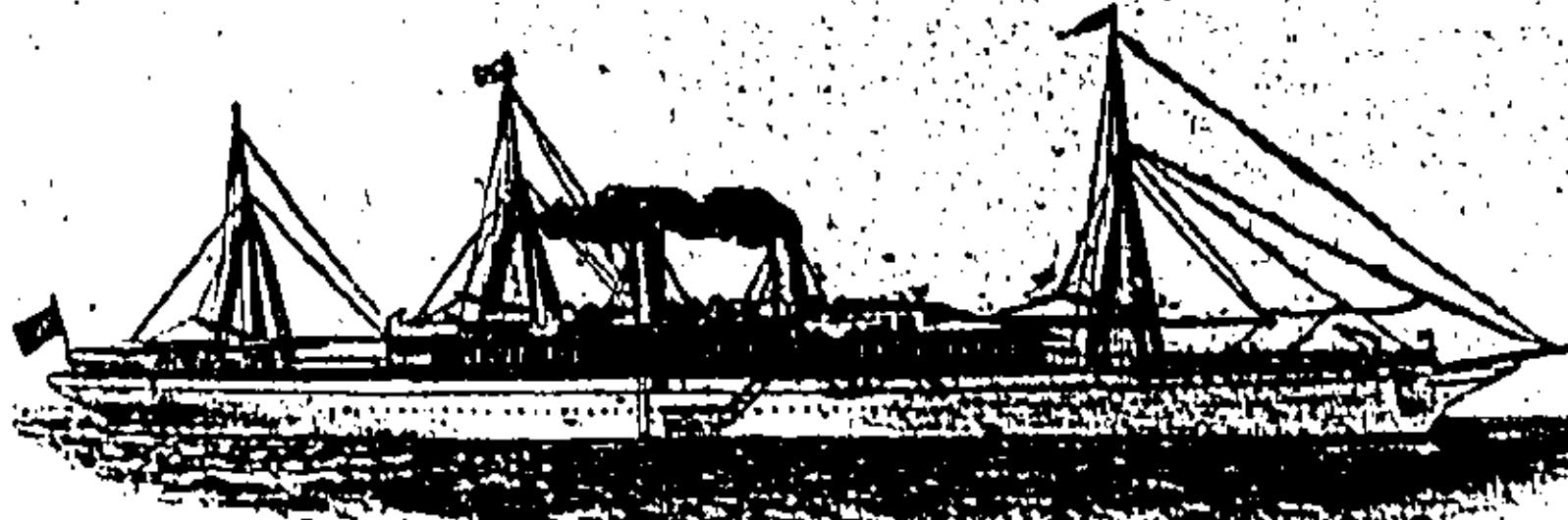
J. S. VAN BUREN, Agent.

Hongkong, 8th November, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey; and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Redder's Street.

Hongkong, 15th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

STEAMERS.	DESTINATIONS.	SAILING DATES.
City of London	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Nov. 18.
Queen Adelaide	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Nov. 25.
Saint Irene	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Dec. 9.
City of Dublin	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Dec. 30.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Monmouthshire	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Dec. 23.
Aberdeen	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Jan. 7.

The attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 3rd November, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Lady Joyce	(via Kobe, Yokohama & Honolulu.)	Nov. 30.
Strathgyle	(via Kobe, Yokohama & Honolulu.)	Dec. 15.
Carlisle City	(via Kobe, Yokohama & Honolulu.)	Dec. 31.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, the UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

The Steamship "LADY JOYCE," will be despatched for SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 4th November, 1899.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Gaelic	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Thursday, 30th Nov., at Noon.
Doric	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Saturday, 23rd Dec., at Noon.
Coptic	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu.)	Saturday, 20th Jan., 1900, at Noon.

The Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 30th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may

